| | | |
|---|---|---|
| (2)Quadrupling of line between Borivali-Virar | | 401.66 |
| (3)Additional pair of line between Kurla-Bhan-dup Phase-I | | 49.84 |
| (4)Addl. Pair of line between Bhandup-Thane Phase-ll | | 58.30 |
| (5)Thana Turbe Neural/ Vashi part of corridoor No. 2 in Navi Mumbai. | Rly. | 131.47 |
| | CIDCO | 271.92 |
| | Total | 403.39 |
| (6)Belapur-Panvel double line including material Modification. | Rly. | 92.50 |
| | CIDCO | 187.81 |
| | Total | 280.31 |
| (7) Seawood Uran electrified line | Rly. | 163.49 |
| | CIDCO | 331.95 |
| | Total | 495.44 |

**Canteens/hotels run by Northern Railway**

1987. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) the details of railway canteens and hotels run by Northern Railway, separately;

(b) the difference between railway canteen and hotel run by Northern Railway;

(c) whether Government propose to set up more railway canteens/hotels under Northern Railway;

(d) if so, the details thereof; and

(e) the details of facilities extended in railway canteens and hotels, separately?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (b) On Northern Railway there is only one Hotel run under the name "Rail Yatri Niwas" \ at New Delhi and there are 51 Refreshment Rooms (canteens) out of which 40 are run by private licencees and 11 by Railway department. The refreshment rooms provide services of meals to the travelling passengers whereas the Hotal runs under the name "Rail Yatri Niwas" provides both boarding and lodging to the bonafides railway passengers.

(c) Yes, Sir.

(d) It has been decided to construct Rail Yatri Niwas at Allahabd on Northern Railway.

(e) Whereas the refreshment rooms (canteens) provide a variety of meals and hot/cold beverages to the travelling passengers, the Railway Hotel runs under the name "Rail Yatri Niwas" provides both boardig and lodging to the bonafide railway passengers.

**Grades of Railways' waiters and khalasis**

1988. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the nature of work attended by Waiters and Khalasis in canteens of Northern Railway is different;

(b) whether the Waiters and Khalasis are given equal grades of pay, while the nature of work is different; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, Sir. The waiters serve the food items to the passengers whereas the Khalasis perform other work such as taking out raw material from stores to kitchen, cutting of vegetables, help the cooks in preparation of food and lifting crockery and utensils etc.

(b) Yes, Sir.

(c) The pay scales allotted to various categories of staff in the Railways are

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selected from amongst the standard pay scales determined by the successive Central Pay Commissions. The number of standard pay scales being limited, it becomes inescapable for staff performing different nature of duty to be placed in identical pay scales. While allotting pay scales to various categories, factors such as level of responsibilites, nature of work, recruitment qualifications and avenues of promotions etc. are kept in view.

**Refund of Rail Demurrage and Wharfage charges**

1989. CHAUDHARY CHUNNI LAL: Will the Minister of RAILWAYS be pleased to state:

(a) what is the policy laid down for refund of demurrage and wharfage charges in Commercial Manual;

(b) whether it is fact that no officer is taking responsibility for refund of the demurrage and wharfage charges as paid by the public and also for payment of claims by the Northern Railway officers;

(c) the number of claims cases repudiated in 1995-96, 1996-97, 1997-98 and 1998-99; and

(d) the number of cases settled through Court and out of Court during 1995-96, 1996-97, 1997-98. and 1998-99, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a-) The relevant provisions in the Commercial Manual (Vol. II) with regard to Demurrage and Wharfage charges and refund overcharges are given in Statement. *(See* below)

(b) No, Sir.

(c) The number of claims cases for refund of demurrage and wharfage charges repudiated by Northern Railway is as under:—

| Year | Number of Cases |
|---|---|
| 1995-96 | 6,941 |
| 1996-97 | 16,644 |
| 1997-98 | 3,953 |
| 1998-99 (upto Jan., 1999) | 2,631 |

(d) On Northern Railway, only one refund case has been settled through court in the year 1995-96 and no such case has been settled out of court during these years.

**Statement**

"Para 2035. DemurrageAvharfage charges forgone.

(a) If demurrage and/or wharfage charges accrued on a consignment are foregone under orders of the General Manager or* any lower authority to whom the powers in this regard have been delegated, remission order in Form Com/R-17 Rev will be sent in duplicate, to the Station Master concerned. On receipt of the remission order, the Station Master should examine the same with a view to see that it is genuine in all respects, bears the seal of the issuing office and that full particulars as required by the form have been recorded therein.

(b) Full amount of the demurrage/ wharfage charges accrued should be ta ken to debit in the station balance sheet, credit being taken for the amount fore gone. One copy of the remission order should be sent to the Traffic Accounts Office along with the balance sheet in support of the credit entry and the other copy retained as station record.

(c) In case the remission order has not been received and the goods were deli vered on telegraphic advice, or as per instructions of a competent authority communicated to the Station Master on telephone or otherwise, the amount fore gone should be shown as 'outstanding' in the goods delivery book and the out-